


Ensuring Disadvantaged Communities Fully Share in Active Transportation Program Benefits




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Agenda

- **Prioritizing equity in the Active Transportation Program: Why it's important to invest in disadvantaged communities (DACs)**
 - **Defining Disadvantaged Communities in the ATP**
 - **Defining Project Benefit to Disadvantaged Communities**
 - **Strategies for Implementing Successful Projects that Benefit Disadvantaged Communities (DACs):**
 - **Ensuring Effective Public Participation and Outreach**
 - **Examples of Successful Projects**
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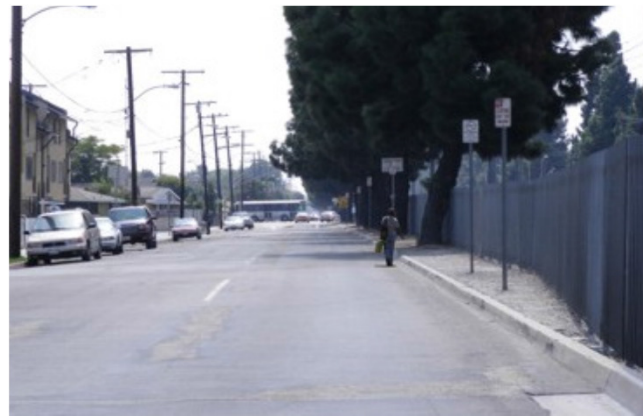
Why Prioritize Investment in Disadvantaged Communities?

- Level the playing field for California's most vulnerable communities and address historic patterns of disinvestment in low-income communities and communities of color.
 - Investing specifically in DACs furthers access to safe, walkable and bikeable communities regardless of race, place, wealth or income.
 - Senate Bill 99 – Creating the ATP Program – calls for an assurance that DACs fully share in the benefits of the program and requires that at least 25% of funding benefits DACs.
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Why invest in disadvantaged communities?



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Defining Disadvantaged Communities in the ATP

- A census tract with a median household income (MHI) at or below 80% of state MHI based on census data
 - (<http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>)

OR

- A census tract identified as among the most disadvantaged 25% census tracts in the state according to California Office of Environmental Health Hazard Assessment's **CalEnviroScreen**
 - (<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=dae2fb1e42674c12a04a2b302a080598>)

OR

- (For Safe Routes to Schools projects) Has at least 75% of public school students in the project area eligible for the free or reduced price meal program
 - (<http://www.cde.ca.gov/ds/sd/sd/filessp.asp>)

OR

- If previous criteria is not applicable, or data insufficient, **applicants may submit for consideration, a quantitative assessment**, showing why the community should be considered disadvantaged.

Alternate Quantitative Assessments as a Means of Defining Disadvantaged Communities


- Standard data – such as CalEnviroScreen and census income information may not accurately assess a community's conditions.
 - For example small communities may be located in higher income census tracts and data for very small communities is often inaccurate.
- Some communities have addressed this issue by administering neighborhood level surveys.

Defining Benefit to Disadvantaged Communities

- “For a project to contribute toward the DAC funding requirement, ***the project must clearly demonstrate a direct, meaningful, and assured benefit*** to a [disadvantaged] community”
- All projects applying for disadvantaged community ATP funding should clearly serve and prioritize residents living in a disadvantaged community regardless of if the project is located within the community or outside of it.

Demonstrating Benefit to Disadvantaged Communities

“Applicants must:

- Demonstrate how the project connects the disadvantaged community(ies) to identified resources or amenities...
 - Provide a map that delineates the specific DAC census tract(s) or school(s) that will benefit from the project in relationship to the project site.”
 - Engage residents in Decision-making process
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Strategies for Successful Projects: Identify the Community and their Transportation Needs

Important Considerations: Who are the residents of the Disadvantaged Community your project will serve?

Demographics:

Who lives in the community? Are they native English speakers? What is the median age of the population? Is the community relatively new, or have residents been there for generations?

Strategies for Successful Projects: Identify the Community and their Transportation Needs

Transportation Needs:

How do people navigate their community? What is the most commonly relied upon mode of transportation? How walkable and bikeable is the community? Is there existing active transportation infrastructure that can be examined or is the community characterized by dirt roads and absence of infrastructure?

Strategies for Successful Projects: Identify the Community and their Transportation Needs

Key resources/amenities as primary destinations:


Does the project take residents where they want to go?
Recreation opportunities, health facilities, employment, grocery store(s), etc.?

Strategies for Successful Projects: Address Potential Barriers to Accessing Project

Important Considerations: How will low-income residents of disadvantaged communities have daily access to the project site?

Physical Barriers:

How far is the project site/access points from residential concentration and community identified amenities? Are there major highways, fencing, barricades, hazardous terrain, etc. that would limit the use of the project site?



Strategies for Successful Projects: Address Potential Barriers to Accessing Project


Safety Barriers:

Are there dangerous crossings? Do residents have to walk along high speed roads, cross railroad tracks, pass through a known area of gang violence, confront packs of stray dogs, etc? Will these safety issues limit access and use of the project?

Strategies for Successful Projects: Address Potential Barriers to Accessing Project

Economic Factors:

How do socio-economic factors influence the community's active transportation needs? Do residents require well lit pathways to access night shift employment, such as agricultural work (night harvests); hospitality industry (night shifts); hospitals (night shifts)? Is bike ownership easily accessible for residents? If not, is there a plan to help increase access to bicycles?



Public Participation and Outreach


- The success and safety of ATP projects is dependent on the extent that projects meet the active mobility needs of community residents and expand public access and use. **Community-based planning processes are key to this.**
- Applicants should thoroughly describe how they made efforts to meet with residents for project planning and design and how community priorities and feedback are reflected in the project.

Public Participation and Outreach

Key Areas to Address:

- Speak to the processes that allowed residents to work together to identify and prioritize active transportation solutions that best meet their needs (i.e. community walk audit). How does the project reflect/incorporate stakeholder feedback and priorities?
- How will community residents continue to be engaged in delivery of the proposed work?
- Ensure adequate representation from local neighborhood organizations, residents, community leaders, and local agencies.

Public Participation and Outreach: *Identify Partners*

- **Community Leaders**
 - **Universities**
 - **Local health departments**
 - **Community based organizations and non-profits**
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Strategies for Implementing Successful Public Participation and Outreach: *How to organize well attended meetings and encourage resident participation*

- **Meeting Schedules:** Schedule multiple meetings to accommodate residents with different schedules. Weekend and evening hours are ideal.
- **Meeting Location:** Use meeting locations preferably within walking distance for residents. Neighborhood/community-based organizations (CBOs) and schools may let you use their meeting space.
- **Incentives:** Provide food, child care, and other incentives. Make this clear in the invitations.
- **Add to existing Meetings:** Add to the meeting agendas of CBOs, school site meetings, etc. that are drawing engaged residents.
- **Publicize and Communicate:** Post notices in high foot traffic areas, including community events, and/or mail invites. Coordinate outreach with local organizations. Translate materials as necessary.

Public Participation and Outreach



Good Examples of Successful projects Benefiting Disadvantaged Communities

- **Bell:** The City of Bell (LA County) Comprehensive pedestrian focused improvements along a 2.12 mile stretch on Florence Avenue between the I-710 and Salt Lake Avenue.
- **Mecca:** Mecca, unincorporated Riverside County. Construction and improvement from 4th street roundabout in Mecca down to St. Anthony's.

Thank You!

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